

~~TOP SECRET~~

VIA AIR
(Specify Air or Sea Pouch)

DISPATCH NO. EZZA-109

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CLASSIFICATION

16 SEP 1956

TO HEADQUARTERS

DATE

25X1A

FROM Chief of Station, [REDACTED]

25X1A

SUBJECT { GENERAL Operations
SPECIFIC [REDACTED] Mission 1111

DOCUMENT NO. 155474
NO CHANGE IN CLASS. ☐
☐ DECLASSIFIED
CLASS. CHANGED TO: TS S 8-1-06
NEXT REVIEW DATE:
AUTH: HR 10-2
DATE: 8-1-86 REVIEWER: 100368

25X1A

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1. Mission 1111 was flown by [REDACTED] on 12 September 1956 in [REDACTED] 25X1A
[REDACTED]. Special equipment consisted of [REDACTED]
Duration of the flight was eight hours twenty-five minutes. Take-off was as scheduled.

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2. No problems were encountered in launching the mission. [REDACTED] 25X1A
reported satisfactory operation of the camera equipment and no malfunction was evident upon landing at [REDACTED]. Pre-flight and preliminary evaluation reports indicate results were excellent. Scan motor on [REDACTED] burned out at 700 feet. All known possible checks were made; drag on motor, overload, binding etc. checked. There was no discernible cause for the burned out motor. The motor was turned into supply (FAK) and replaced by a new motor. 25X1A

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3. No problems were encountered in the briefing or de-briefing of this mission.

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4. The route was overcast from the take-off base to [REDACTED] 25X1A
obscuring the targets at [REDACTED]. The remainder of the route was clear until thick cirrus was encountered [REDACTED] on 25X1A
the return leg. This rapidly fused into a multi-layer overcast and obscured the remainder of the route to the landing base. There were no appreciable flight line deviations over the target areas. Quality of the photography was excellent. This mission required two hours to plot.

5. Operation of the [REDACTED] equipment was normal with no malfunctions reported. Results were normal with usual activity after take-off. Few signals were noted from one and one half hours to three hours after take-off. Moderate activity from three hours to six hours after take-off. Tape copied on 13 September 1956. 25X1A

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